Request for Proposal
SR 509 Corridor Extension Preliminary Design Services
Project Submittal Format Information and Requirements

Project Summary

The Northwest Region of the Department of Transportation request proposals from consulting firms and teams who want to assist in the development of the Design File (Preliminary Design) for the SR 509 project as described below. It is anticipated that the consultant will be starting work in November 2000, and the final work should be completed within 24 months. The successful consultant will team with the state to develop complete preliminary designs for the corridor. The budget for the consultant work to be done is approximately $4,000,000 to $4,500,000. Options for the agreement include one PS&E (out of several to be developed, state's choice.)

An Environmental Impact Statement (EIS) for the entire project is currently under development. The EIS hearing is expected to occur in spring 2001.

Project History

In 1992, growing concern over the increasing congestion in the Interstate 5 and SR 99 corridors in the cities of SeaTac and Des Moines, as well as limited access to SeaTac International Airport, led to a cooperative effort to develop a regional solution. This effort, a multi-jurisdictional endeavor to find transportation solutions to the needs of the area, is being undertaken by the affected agencies. Since 1992, the Washington State Department of Transportation (WSDOT), in conjunction with CH2M HILL, has been involved in the development of an Environmental Impact Statement (EIS) for a project to extend the existing SR 509 freeway beyond it's existing terminus. The SR 509 Executive Committee, consisting of elected officials and agency executive management, is the decision making body for the project and helps to assure continuous project funding. Ongoing guidance on technical and process direction is provided by the SR 509 Steering Committee, comprised of senior professionals representing each agency, the Federal Highways Administration, the Federal Aviation Administration, and the public.

The Preliminary Preferred Alternative within the draft EIS is Alternative C2. A map of the Preliminary Preferred Alternative can be found on our website at:

http://www.wsdot.wa.gov/regions/northwest/projects/sr509/Alt%20C2800.jpg.

This preferred alternative (there are five [5] 'build' alternatives in the draft EIS, 2 of which were developed from the initial Preliminary Preferred Alternative) was a result of recommendations within an early 1999 Value Engineering (VE) Study, and was developed from the previous Preliminary Preferred Alternative, Alternative C (now referred to as C1.) This alternative is endorsed by all five (5) of the EIS signatory agencies (WSDOT, the cities of SeaTac and Des Moines, King County, and the Port of Seattle), and will be the Preliminary Preferred Alternative presented within the draft EIS at the Public Hearing, anticipated to occur in the Spring of 2001. It is anticipated that a Record of Decision (ROD) would follow later within 2001.

Design Approach and Description of Work

Realizing that the large number of constraints surrounding the C2 alignment limited the options for shifting that alignment, and given the desire to proceed with right-of-way (R/W) acquisition and construction as soon as practicable after the EIS ROD (the project has been ongoing now for over

8 years,) the WSDOT initiated the preliminary engineering (PE) effort for alternative C2 in 1999. This work was undertaken knowing the risk that comments from the EIS Public Hearing could result in necessary changes to PE work that had been completed prior to conducting the Hearing. Beginning this work in advance, though, could also reduce the PE design schedule through completion of R/W plans by over a year.

The project is associated with a new alignment for SR 509, located in south King County. Design of the proposed improvements is divided into a two-corridor approach. The first corridor is the new SR 509 freeway segment beginning at the existing SR 509 terminus at South 188th Street / 12th Place South, and extending southeasterly to connect to Interstate 5 (I-5) in the vicinity of South 211th Street in SeaTac. The second corridor covers work along the I-5 corridor associated with the SR 509 extension. This work includes both north and southbound collector-distributor (C-D) lane connections at I-5, with extension of the C-D lanes southbound through the SR 516 Interchange (with connection at SR 516). The C-D lanes will also bypass SR 516, connecting to new north and southbound outside lanes along I-5 south to South 272nd Street.

Also associated with the project is a southerly connection to the SeaTac International Airport terminal drive system, entitled the South Access Road. This facility will be a Port of Seattle (Port) designed, constructed, and maintained roadway similar to the existing North Access Road. The operation of, and impacts associated with this roadway are included in the SR 509 EIS. Close coordination with the Port will be involved on all preliminary design work conducted through the remainder of the EIS, to ensure compatibility with future Port South Access design work, as well as concurrence on decisions which potentially affect the South Access Road design commitments.

The purpose of this contract is to provide critical input to WSDOT's preliminary design efforts. A strategy to address the work needed to complete both of the corridor Design Files, as well as the corridor R/W Plans, has been developed. This strategy includes the WSDOT retaining the design lead on the SR 509 corridor alignment, geometrics, and R/W Plans. It also calls for the WSDOT to retain the lead on the oversight and compilation of the SR 509 corridor Design File. While WSDOT is also retaining the lead on a number of the Type-Size-Location (TSL) level plans associated with the corridor design files, much of the design file content will be developed by the Consultant under this agreement as part of the WSDOT team. It is anticipated that the agreement will extend through substantial completion and approval of the Design Files and R/W Plans.

Base maps and design work shall be in English units except as noted. The WSDOT shall provide to the Consultant standard drawings and specifications in English units for work within State R/W. The Consultant's work shall be directed and reviewed by the WSDOT, with elements being reviewed by the SR 509 Steering Committee. WSDOT will be responsible for coordinating design activities and design reviews both internally and with the Steering Committee.

Scope of Work

Currently, the Scope of Services consists of the following primary work elements:

- Project Management
- Team Partnering and Negotiations Session (up to 2 full days plus follow-up coordination)
- Access Hearing Preparation, Administration, Findings and Order (up to 6 separate hearings, includes graphics, computer assisted presentations, and displays

- I-5 Corridor Hydraulics Report
- I-5 Alignment and Design File
- SR 509 Corridor Hydraulics Report
- Alignment VE Study (provide 1 team member with appropriate experience)
- Corridor Construction Estimates
- Corridor Traffic Control Strategies
- Corridor Noise Analyses
- Preparation of Full Acquisition Parcel Exhibits (currently estimated between 50 and 100 parcels)
- Design Visual Standards Report and Design Visualization "Drive Thru" Computer Model (comprehensive report covering all corridor operational, visual, and environmental features, both within the roadway prism as well as the roadside "drive thru" model will simulate the built-out SR 509 corridor, and show all relevant roadway roadside features)
- Quality Control
- Public Information Assistance (quarterly newsletters, bi-monthly web page updates, graphics support, press releases)
- I-5 Corridor Right-of-Way Plans
- I-5 Corridor Stormwater Site Plans
- I-5 Topographic Field Survey
- SR 509 Corridor Stormwater Site Plans
- Construction Staging VE Study (provide 1 team member with appropriate experience)
- Geotechnical Field Investigation (boring plan to be developed and provided by WSDOT, with the potential for this work to be done by WSDOT if staffing allows)
- Corridor Design Visualization Report and Electronic Drive-thru Model (report to include operational, visual, and environmental roadside and architectural features)
- SR 509 Charter Design Team (provide staff presence on the chartered WSDOT design team overseeing the preliminary design process, this will include attendance at a monthly meeting and minor side preparation)
- Alternatives Analysis of Southbound I-5 Collector-Distributor Lane Alignment between SR 509 I/C and SR 516 I/C (white paper including constructability and cost-benefit analysis)

WSDOT anticipates there will be close coordination between the consultant personnel and WSDOT personnel during the development of the I-5 alignment and design file. In order to facilitate this close coordination, WSDOT will provide at least two (2) workstations at the Corson Avenue office for consultant personnel. The workstations will be equipped with a PC and have access to all applicable software.

Evaluation Criteria:

Your proposal will be scored on how your firm responds to the following in the given format:

Project Manager(s) Experience and Qualifications (15 points)

The project manager must be highly skilled at managing complex transportation design projects within an urban environment to ensure that they are delivered within scope, according to schedule, and within budget. The submittal should also discuss how the project manager will ensure a consistently high quality of work, preferably through a formal quality management process; proven performance and experience in managing and delivering complex urban transportation design projects with numerous constraints; the

ability to manage transportation design projects in an environmentally and public sensitive arena; and experience using value engineering in designing transportation projects. Due to the ongoing EIS efforts, experience in managing and delivering transportation projects in an environmentally and public sensitive arena is desirable.

Professional Qualifications and Expertise of Key Team Personnel (15 points)
Project team members should possess strong overall expertise in transportation design utilizing WSDOT, FHWA, and King County design standards and good engineering judgment, plus possess good communication skills with the public, agencies, and client(s). The team members should have expertise and experience in the following design areas:

> Surveying; Computer Aided Drafting; Value Engineering; Public Relations Support; Hearings; Hydraulic and Water Quality Engineering; Transportation Engineering & Design; Traffic Engineering; Right of Way & Access Hearing Plan Preparation; Parcel Exhibits; Utility Conflicts; Computer Aided Engineering; Earthwork Calculations; Cost Estimation; Traffic Control Design; Noise Analysis; Design Visualization and Visual Standards; Graphic and HTML Design.

In addition, the Consultant should demonstrate that they have available resources in the following areas of expertise: bridge/wall/tunnels design, soils and geotechnical design, traffic analysis and modeling, environmental permitting, and wetland mitigation design. While at this time, it is anticipated that most of this work will remain in house, due to workforce constraints it may be necessary for WSDOT to request additional design expertise in these areas.

Expertise and Qualifications of Hydraulic and Water Quality Design Staff (15 points)
The design staff assigned to the corridor hydraulics and water quality design should demonstrate a high level of technical expertise and knowledge of hydraulics design, Regional water quality standards, and highway runoff models. They should also have recent design experience on complex urban transportation projects with numerous constraints, such as large-scale mobility or interchange improvements similar in nature to this project. They should also demonstrate familiarity with and recent use of applicable design manuals and software modeling packages. This includes, but may not be limited to, the current versions of the WSDOT Hydraulics and Highway Runoff Manuals, the King County Surface Water Design and Stormwater Pollution Control Manuals, and both Waterworks and the King County Runoff Time Series software applications.

Team Experience and Qualifications with Added Access Hearing and Public Meeting Administration (15 points)
The design staff associated with the Added Access Hearing administration work elements should demonstrate past successes involving management of the Added Access Hearing process, including preparation of hearing notices and advertisements; preparation of prehearing packets, hearing graphics, displays, exhibits, and computer-enhanced presentations; conducting prehearing briefings or presentations; preparation of hearing summary; and preparation of the Findings and Order package. It is desired the team have experience with Added Access Hearings on urban transportation projects where a high level of public sensitivity was necessary.

Team Ability to Work with Multiple Jurisdictions and Interest Groups (15 points)
The key team personnel should demonstrate experience and success on urban transportation projects involving high-level coordination with multiple participating local agencies and special interest groups. Experience with technical steering committee participation or management is desirable.

Consultant Commitment (15 points)
The team must be able to complete the preliminary design in the time frame noted above. Describe the capability of the firm and key team personnel to complete the preliminary design in the required time frame, including project priority and workload for key team members, schedule tracking and control, quality control, and overall project delivery methodology.

Recent Experience with Similar Projects (15 points)
Briefly describe the consultant's recent and successful past performance on contracts with WSDOT, other governmental entities, and private industry for the type of work described above. The purpose of this section is to illustrate the background of the proposing firm(s) that is directly relevant to transportation management practices applied to large-scale, complex, urban transportation design projects. For each project, the consultant should provide a brief description of what services were provided and the outcome of the projects. In addition, the project manager, start and end dates (actual and projected), and the total dollar value (actual and projected) of each project should be provided. Also, describe the team's knowledge and use of WSDOT standards for each project if relevant.

References (15 points)
Submittals must provide at least three references for each firm. WSDOT prefers that the consultant provide references for similar projects that are fairly recent (within the last 3 years) or current clients. References for sub-consultants, if applicable, should be relevant to the proposed role of these services. Provide the name, title, organization, and telephone number for each reference listed. References may be called during interviews.

When the firms have been ranked based on the above criteria, the top firms (up to five) will be invited to an interview to determine the final consultant team selection.